SECRET

DB OPS " MAT Ri

1218Z 28 OCT 59

DOCUMENT NO.
NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
CLASS. CHANGED TO: TS S (C) 2011
NEXT REVIEW DATE:
AUTH: HR 70-2
DATE: 3/11/4 REVIEWER: 037[illegible]

DIRECTOR

[redacted] 25X1A

DPD (1,2,3,4,5,6,7,8,9,10)

S/C (11)

VP

J-75

TOR: 1314Z 28 OCT 59

ROUTINE

25X1A IN ~~10190~~

[redacted] 25X1A [redacted] 25X1A [redacted] 1047

TO [redacted] 25X1A

1. SUBJECT: TRIM PROBLEM J75-P13 ENGINES.

2. THE TRIM OF THE J75'S HAS BEEN UNCHANGED SINCE THEY WERE SET AT 25X1A [redacted], UNTIL THE RECENT 100 HOUR INSPECTIONS. AT THIS TIME THEY WERE TRIMMED TO THE REVISED CURVE OF 8-24-59. THIS NECESSITATED A CONSIDERABLE REDUCTION TO COMPLY WITH THE REDUCED SPEED VERSUS TEMP CURVE.

3. ENGINE SERIAL NBR 610423 WAS TRIMMED (PART POWER) AT 17 DEGREES C OAT. TARGET N 2 WAS 95.5 PERCENT. FINAL TRIM WAS 95.7 PERCENT AND AT THIS RPM EGT WAS THOUGHT TO BE 620 DEGREES BUT LATER FOUND AT 520 DEGREES. RPM AT THE 25X1A [redacted] STOP WAS 91 PERCENT.

4. THIS AIRCRAFT WAS RELEASED FOR TEST, AND ON TAKEOFF USING THE 25X1A [redacted] STOP, HAD 90 PLUS PERCENT AND 400 DEGREES EGT. THIS IS NOT SUFFICIENT POWER WITH A FULL LOAD ON THE 25X1A [redacted]. AFTER THE FLIGHT, PART POWER TRIM WAS CHECKED. OAT NOW AT 15 DEGREES C. THE TARGET N2 OF 95 PERCENT WAS OBTAINED AT 510 DEGREES

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EGT. AT THE [redacted] STOP HAD 90 PERCENT 400 DEGREES.

5. THE PART POWER TRIM WAS RAISED TO 600 DEGREES EGT, 99.2 PERCENT N2 AT A FUEL FLOW OF APPROXIMATELY 12000 POUNDS (HARD TO READ). THE 25X1A [redacted] STOP ALSO CAME UP AND NOW READ 93.3 PERCENT AT 470 DEGREES EGT AND 8750 POUNDS FLOW. THIS IS AN OVER TRIM OF 4.2 PERCENT N2.

6. WE THINK THE TRIM CURVE SHOULD BE "N2 PERCENT OF DATE PLATE SPEED VERSUS OAT", RATHER THAN "N2 VERSUS OAT". WE ALSO NEED INFORMATION ON THE 25X1A [redacted] STOP AND THE EFFECTS OF OAT ON THIS SETTING.

7. PLEASE CONFIRM: J75-P13 OVERSPEED IS 100.7 PERCENT.

END OF MESSAGE

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